



messing about in BOATS

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Volume 10 ~ Number 4

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messing
about in

BOATS

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Address is "Boats", 29 Burley St., Wenham., MA 01984.

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Publisher & Editor, Bob Hicks

Our Next Issue...

Will include several adventures as Iver Lofving tells of a summer sail on the Maine coast in "Summer and Sorrento" and Marty Cooperman reports on the rescue of a stranded power boat in Cedar Key, Florida with his 10' sailing skiff. And the serial "Boating Trips on New England Rivers" will go on. The design stuff will include the announcement of Martin Marine's new Alden rowing shell; Jim Thayer's announcement of his new "Punkin Eater" sailing skiff; and Jim Michalak's discussion of his rowing and sailing skiffs, "Moby Dink" and "Roar". There'll be another batch of your reports on "What You're Building" and Everett Smith tells about the creation of a race boat poster for the upcoming Antique Boat Meet at Clayton, New York in August. We should have a look at the Small Craft Workshop held at Mystic Seaport in early June again, and the story of three generations of the Montgomery family building boats in Gloucester, Massachusetts.

On the Cover...

Kids love small boats, just ask Erica on the cover this issue. Hugh Horton says of his photo, "Erica still talking in the Sea Twin with me at Grand Marais on Lake Superior." Hugh has a photo story on last years small boating pleasures in this issue.

COMMENTARY

I've been to a couple of "demo days" this spring, one is featured in this issue, the "1992 New England Paddlesport Symposium". While that name may seem a bit pretentious, the event was a useful one for anyone who chose to attend to see and try out a selection of canoes and kayaks. That's the purpose of these sort of affairs, get the potential new boater into the boats under controlled conditions.

We have long attended some of the established symposiums, such as L.L. Bean's Sea Kayak Symposium at Castine, Maine, and their Canoe Symposium in Bridgeton, Maine. Bean chose to put some of its marketing might into major efforts at demo days, enlarging greatly on existing day events they scheduled by setting up complete weekends with the recognized top people in the fields as lecturers and demonstrators. For access to this level of offerings you pay a substantial fee.

But at more modest levels, free access to a variety of boats is often available at demo days put on by dealers and some manufacturers. Mad River Canoe, for example, schedules a summer-long series in cooperation with dealers called "You Can Canoe" days, with a travelling team of salesmen and canoes. They were at a demo day we attended in May at Baer's River Workshop in Exeter, Rhode Island. Joe and Donna Baer run a very well set up paddlesport business, and we went for the sea kayak portion to meet some of the people who would be there to demo their products.

It's really handy to have a number of different makes and models of boats, whatever your preference as to type, gathered in one spot where you can try them out to see if they live up to your expectations. So much better than viewing videos in a dealer store, or even looking at the boats at a boat show. Along with the variety of boats comes the people responsible for them, so you can talk about the boats of your choice with people knowledgeable about them. Yes, they want to sell you their boat so there's the sales pitch usually, but you can get at what you want to know if you persist, espec-

ially if you know something about the boats and the sport. This will get you past the sales message aimed at the impressionable new folks wishing to find out about small boating.

Demo days chiefly focus on human powered boats, since sailing requires some basic level of skill just to be able to get underway without causing a lot of trouble. Anyone can paddle or row a small boat, perhaps with awful technique, but without getting into serious trouble or threatening others nearby with an out of control craft. Yet, it still takes some care to handle a couple of hundred people you do not know all getting into small boats they've usually never tried and heading out onto the lake or pond or bay amongst their peers.

The people who are there to offer you your tryouts have to deal with a variety of skill levels and worse yet, perceptions of skill levels. Brand new prospects listen to instruction and are usually very cautious. But there is always someone who fancies himself as skilled or expert. Such people do not listen. At Baer's one such incident caused the following scenario.

The prospect had taken out one of those flying diamond shaped flatwater racing canoes, having been cautioned about keeping it level or else over you go. Sure enough the vigorous paddling undertaken soon resulted in a capsized and the "expert" was in the water out there maybe 50 feet from shore amongst many other canoes and kayaks.

"Hey, time for a rescue," laughingly hollered one of a nearby shore crew to the agent for the canoe involved. As the latter calmly stood viewing the fate of his prospect without indicating any intent to carry out the suggestion, the question was reiterated, "Aren't you going to rescue him?"

"Nope, he deserved it," was the reply. The know-it-all was getting his come uppance. And, already nearby people were going to the rescue, and the required PFD was keeping the man afloat. With no danger imminent, it was possible to savor a moment of quiet satisfaction.

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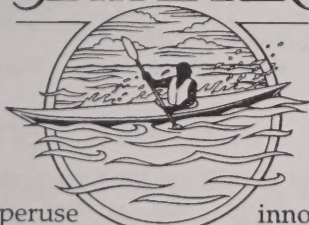
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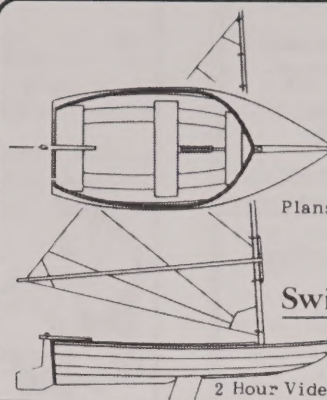
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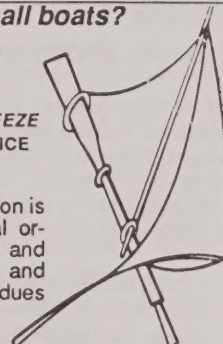
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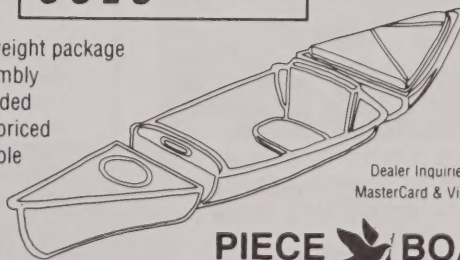
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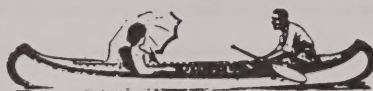


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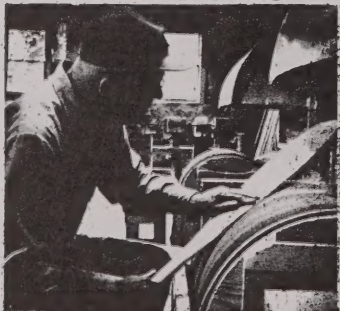


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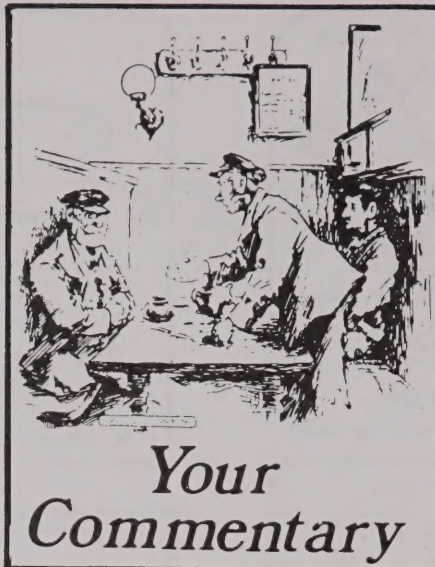
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Your Commentary

A PLEASURE TO MEET THE BUILDERS

I spent a day at South Street Seaport recently and was really pleased to find some of the wooden boat exhibitors still there (it was their last day of their show). It was really a pleasure to meet and talk to people one has only read about and to see and admire their boats. Mike McEvoy's "Puffin" ("Boats" May 15th front cover) really intrigued me, and it was a pleasure talking to Mike. Of course I came away wanting one of each boat I saw!

Betty Bunce, W. Falmouth, MA

REQUIREMENTS CHANGE

My boats are being mind processed as I write, a few have been completed but my problem is that a new Bolger/Payson creation comes along and my requirements change. So far "Birdwatcher" and "Sweet Pea" top my hit parade. I have an interest in each and every boat you feature in "Boats". From the world's biggest beach out here (not much water mostly sand) I wish you continued water-borne inspiration and ability to find great tales from the salt and brackish waters of the world.

Bill Gillis, Glendale, AZ.

ABOUT THAT GLEN L VIDEO

Our video "How to Fiberglass a Boat" (90 minutes, \$32.95) that you mentioned in your April 15th issue has been finalized now, and we have also completed two others; "Stitch & Glue Boatbuilding" (85 minutes, \$33.95) on the "how-to" of small boat stitch & glue construction, and "Building the Console Skiff" (30 minutes, \$19.95), detailing our "Fast C" procedure for building this 15'9" outboard skiff.

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SMALL BOAT BUILDER RALLY IN THE U.K.

In the event that some of your readers might be visiting England in August, they might like to know that I have been able to organize a Small Boat Builder Rally for August 22-23 at the Tamar Lakes Water Park near Kilkhampton, North Cornwall. Non-participant entry is free, those wishing to take part with a boat or boats are charged a registration fee of £3, which includes mandatory insurance. There will also be a boat jumble (flea market) during the weekend at the same registration fee for those wishing to sell any boat related items. The limit on participating boats is 20' LOA, human and wind powered only. I can furnish details to those who expect they might attend.

Dennis Davis, 9 Great Burrows Rise, Northam, Bideford, Devon EX39 1TB, England.

COLUMBIA RIVER SURVEY BOAT PROJECT

As part of the bicentennial year celebration of the Columbia River's discovery and exploration, the city of Vancouver, Washington, in recognition of its founding, is sponsoring the construction of a replica of the original 24' ship's boat used by one of Captain George Vancouver's men, Lt. William Broughton, to get over the Columbia River bar and row 110 miles upriver exploring. At the point where they finally turned back, they named the point of land Point Vancouver.

The 24'x7' boat will be built by student boatbuilders and volunteers under the direction of local boatbuilder Douglas Brooks. It will be used in October to re-enact the Broughton trip, 200 years later to the day, leaving on October 24th. Anyone interested in taking the boatbuilding classes involved in the project, or volunteering to assist in the construction, or donating funds to make it all possible, is asked to contact Douglas Brooks at the Grant House in Vancouver, WA, (206) 694-5252.

C.S. Wetherell, Vancouver, WA.

HIGH & DRY ON THE HIGHWAY

Spring has arrived and like many of your readers I long to be on the water. Unfortunately my current employment keeps me on the highway not the lakes. Your magazine is a bitter-sweet reminder of what I am missing. It does help to maintain the vision that one day soon we can get back to doing what we now have time only to read about.

Art Eickenberg, Fayetteville, GA.

GREAT UNCLE'S BOAT

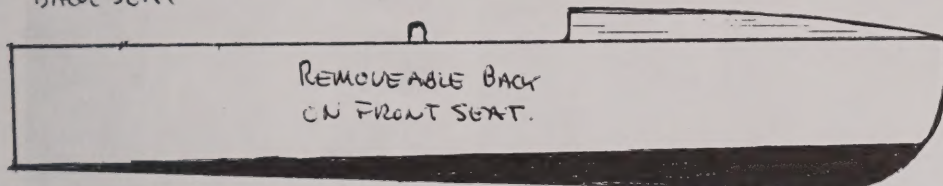
I have been looking for the plans for a 14' plywood runabout that my great uncle built around 1948. The original boat was destroyed and I want to build another one. I do not have a lot of information about it but believe the plans came from "Popular Science", "Science & Mechanics" or some other

do-it-yourself" magazine of that time. The sketches illustrate the general appearance of the boat. Any suggestions from readers would be of great assistance.

Jim Castilano, 1898 Spring Rd., Smyrna, GA 30080, (404) 333-9357 (home), (404) 350-2000 (work).

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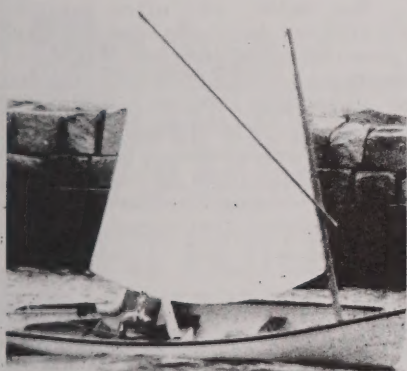


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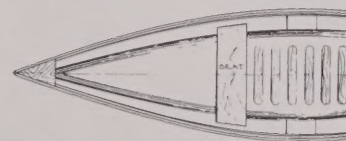
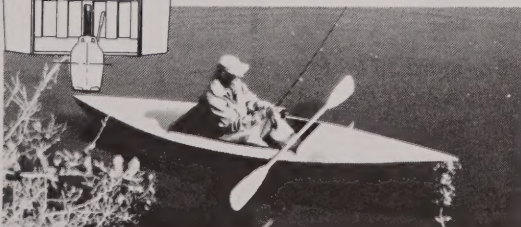
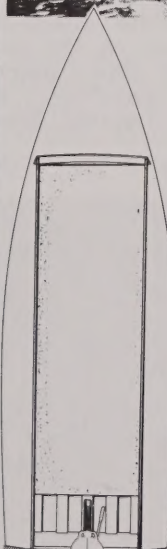
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"Nubia", a pseudo-Egyptian barge, approaches the ramp at the Prospect Park Boathouse.

Flagship of the fleet that paraded down the canal from the Lullwater by the Boathouse into Prospect Lake was the 34' "pseudo Egyptian royal sculling barge" created by Michael Charley, an East Village decorative painter. "Nubia" was his first ever boatbuilding

What a setting in which to display the creative boating ideas of some New York city artists. The fantastic Prospect Park Boathouse in Brooklyn's Prospect Park formed a backdrop as a dozen or so artist/boatbuilders launched their creations on a cold and rainy Saturday, May 16th.

Boats Grow in Brooklyn

project and is not an historically correct replica but rather his own interpretation of a craft he felt might grab some public attention that could be focussed on the availability of the water spaces which surround crowded Manhattan. It may have helped in attracting "New

York Newsday" to do a really nice comprehensive two-page photo article about the event, written with much understanding for the boatbuilding mystique that drives the tiny community of such builders in the vast city.

Don Betts, who often contributes articles to "Boats" on his kayak creations, polynesian proa experiments, and more recently on his tiny 7' catboat "Peacat", also was extensively interviewed by staff writer Susan Brenna. Don had a fleet of about five of his kayaks plus the "Peacat". Don's mother took the photos that accompany this

"Peacat" amongst the kayaks, Andy Singer at right in one of his "Tchaikas".



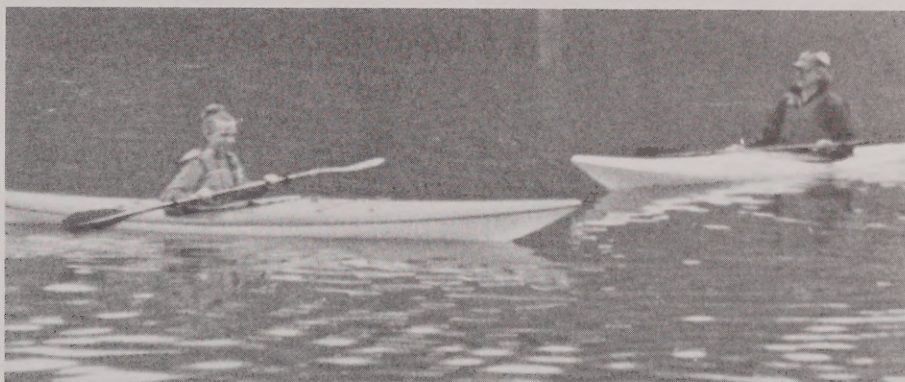
report as Don was "too busy to work" (he's a professional photographer). He reports that "the ramp was slippery" and that "I was not the only one wet."

Other artist creations on hand included illustrator/kayak designer-builder Andy Singer's kayaks in adult and child sizes; Tony Dias and Kay Mehls with their "Greyhound" lapstrake sailing canoe; Doug Hopkins' "Catawissa" strip canoe with carved bow and stern; Jim Luten's "Swallow" mahogany lapstrake canoe and dory skiff; Scott Cynamon's 12' paddling/sailing canoe, and Norman Grossman's "Pundingly".

Don Betts launching daughter Mary in one of the child size kayaks he has designed and built for family use.



Erica and Andy Singer, daughter and father. Andy designed her "Poquito" specifically for Erica.



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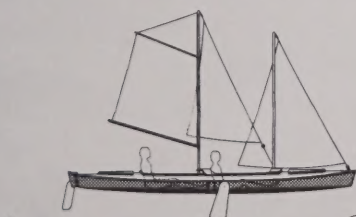
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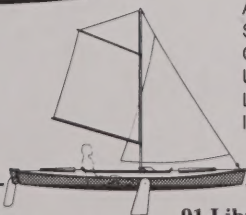
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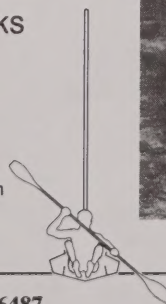
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Last Year was a Good Year

Last year was a good one for travel for me, though I didn't take a boat on three of the jaunts.

In July Kayann and I flew to Dominica for five days. What a place to Klepper had we brought one. We did have a copy of Fenger's *Alone in the Caribbean*, and we snorkeled at the top of a hundred fathom wall at the island's south end where *Yakaboo* landed after crossing from Martinique in 1911.

In August, Kayann and her two girls and I drove to Michigan's Upper Peninsula with two Hydra Sea Runners and a Sea Twin. One fine day of sun and zephyrs on Lake Superior found Kayann and Erica in the Twin, and Jenny and me in the singles paddling across the clear harbor and bay of

Grand Marais to a deserted, barrier beach. It was cut through by a small stream rippling out of a marsh bright with wildflowers. We paddled through the ten foot wide pass into a little north-woods lagoon.

Big Bay De Noc at the top of Lake Michigan is much warmer than Superior, and blessed with exquisite limestone cliffs on the Bay's east side. The head of the Bay catches the sun and is shallow sand in the lee of cool breezes. One clear night glowed with faint northern lights. I'm happy to report that early August was nearly bug free on both Lakes.

In September, my father, Hal, and I rode the ferry to Skagway, Alaska from Bellingham, Washington and back. In Wrangell we chartered a jet boat and driver for a hammering blast through the Stikine Delta in a 16 foot long, V8 powered, aluminum missile. This was in a cold, steady rain. Holy terror, Quiet Paddlerman! A glimpse of the steering wheel which was go kart size, thick, and covered with black vinyl, and I sensed this might not be just a tranquil, look-see boat ride. The first clue should have been the boat's name---*Wild Side*. I believe we performed many maneuvers common to jet skis. Impressive float suits were mandatory and would have been warm in most other conditions. The Delta is about forty square miles of young terrain, the product of

Left from the top: The windward coast of Dominica, ah for a Klepper! Lagoon and beach at Grand Marais on Lake Superior. Hal wonders about the upcoming ride in "Wild Side" in Wrangell, Alaska. Below: Petroglyphs on the beach at Wrangell.



what is called locally the continent's fastest flowing navigable waterway. It is a powerful display of the geomorphologic action of a river.

In Sitka I rented a kayak (a Cadence from Northwest Kayaks) from Larry Edwards' Baidarka Boats and paddled a magnificent day away among the islands nearby. Included were harlequin ducks and bald eagles, seals, and a sea lion family. Thrilling were the swells outside booming white or gurgling as though sucked up into the rocks, then cascading back in roaring torrents. This must be one of the most spectacular daypaddling areas anywhere and Larry's prices were the bargain of the trip.

Back in Puget Sound, I saw son Bard and his wife Jessica off in an Eddyline San Juan on a paddle from Orcas I. to Sucia I. In Port Townsend, Russell Brown hosted me with his Prindle and I sailed aboard *Frog Force*, Keith Krauthoff's sizzling twenty eight foot trimaran. Thanks to them she was my salubrious lodging, too. Russell's next proa is well along now, and a beautiful device of brain, hand, and eye it is.

In November, Howard Rice and I visited son Huff in Albuquerque. (Ah, the meals in that favored region! I'm Pavlov's dog with just the thought.) An unexpected pleasure was a sunlit outboard ride, while looking at property, on Heron Reservoir in Northern New Mexico. The two thousand foot Brazos cliffs shone in the east. To the west and northwest, mesas of the Jicarilla Apache Reservation rose. Georgia O'Keefe's beloved Chama Valley flowed south to the horizon of the Jemez Mountains. Heron Reservoir allows only trolling speeds and the lake level is maintained at a constant elevation. It is as wide as five miles and fills hills colored with a fragrant, desert forest of pinons and junipers. To me it is a jewel in the treasure of New Mexico.

The balance of the year's messing included Cedar Key and many paddles on Lake St. Clair. On December 8th, an old snowy owl's appearance on a breakwater on the year's last, chilly paddle moved me. In his or her ermine cloak, the grinning, yellow-eyed cat face seemed the wisest of beings. Score one for animism.

Hugh Horton, Detroit, MI

Right from the top: On the beach near Sitka, Alaska. Aboard Russ Brown's Prindle catamaran near Port Townsend, Washington. The Hortons, Hugh, Bard and Dural, with Sugar Pine Needle on Grassy Key near Cedar Key, Florida.



"Guess what?" I began carefully, "That call was from Sameye at Marine Concepts and she wanted to know if we would like to join them on an end of summer sail to Ancote Key next Sunday. Of course, I said we would...okay?"

"You realize, don't you, that you agreed to chaperone the band for Friday night's football game," Linda replied in a tone I hear when I get into real deep trouble.

"Yabut the game's Friday night and it starts at six so we should be home by nine at the latest," I confidently defended.

"You also remember that you agreed to haul equipment AND chaperone for Michelle's marching band at the Seminole Sound Spectacular Saturday night, and THAT won't get over early."

"Yabut, I can get the boat ready Saturday afternoon."

"Didn't you say something about having to work Saturday?"

"Yabut, I'll have an hour before the bus leaves"

"Well, I don't think any of us are going to be ready to get up early after the late night," Linda said, meaning ain't no way she's gonna cook an early breakfast.

"Yabut, we don't have to be there until around noon, that means if we're on the water by ten we should be okay," I reasoned like a sailor who's been away from the water too long.

"Well, I guess if we leave the house no later than nine and you help with the sandwiches," she said, knowing desperation when she hears it, "but we have to be back on the road by four because Michelle has confirmation class Sunday night."

Of course nothing went even close to schedule. The band director lost her keys Friday night after the game, causing us to get home after midnight. The marching band competition, while spectacular, kept us up until 1:30 am, and for some as yet unknown reason, the alarm clock failed in its duties Sunday morning.

The only one even remotely awake upon our arrival at the dock was the dog, and she was loudly proclaiming what sleepy eyes were missing. It was a day that sailing dreams are made of!!

As I waited for the crew to finish the last minute docking chores, I coaxed Mr. E. to life and contemplated the day's planned events. "Ya know, I don't NEED you today. I have a PERFECT wind and a PERFECT day. Why I'm gonna sail away from this here dock just like we do down at Fort deSoto, so take a hike Mr. E.!"

"You're gonna regret that," I thought I heard him say as I shut off his fuel supply.

"You sure you wanna do this?" Michelle asked. "You're on the wrong side of the dock for a clean

Adventures in the "Magic Pearl"

getaway and if anything goes wrong we'll drift over to the other dock with the wind behind us."

"WE CAN DO THIS!! All we have to do is get to the end of the dock and cast off. The wind will fill the mizzen and keep us away from the opposite dock," I schemed.

"If you ask me, it's a good thing there is only that mother and her small kid on that other dock," Linda whispered to Michelle.

"Cast off."

"LOOK OVER THERE!"

"Mommy, lookit da!"

"Oh, S---!"

BONK!

"You guys on the dock okay?" I sheepishly inquired.

"Good thing they're young and agile and can hit the deck so fast," Michelle whispered to Linda.

"Rats, I guess that wasn't one of my better ideas," I had to admit. "Let's take down both sails and I'll go plead with Mr. E."

Fortunately Mr. E. was laughing so hard he forgot to ask me to get down on my knees and beg, and the only injury suffered when the main boom swept over the dock was a bruised pride.

As usual, the river was crowded with traffic. I normally get out of the channel at the earliest possible moment, however today we were gaining on a large cruising catamaran and I couldn't resist the drag race, especially when I get to show off a bit and may actually win! The down side was the power boats zooming by every few seconds, but that does not faze the dedicated Sea Pearl drag racer.

"Can't you get us out of this stupid channel?" demanded the non-racer.

ZOOM!

"We're gaining on 'em!"

ZOOM!

"Aw, cm'on, enough is enough already!" complained our first mate. "I think you're making the dog seasick."

ZOOM!

"Man the torpedoes then!"

ZOOM!

"You can't DO that even if you are racing," proclaimed a slightly green looking face.

ZOOM!

"Rule 77.9 states that when drag racing all boats must stay clear of any Sea Pearl engaged in blowing off the sails of any other boat or be torpedoed by said Sea Pearl."

ZOOM!

"Yeah, right Dad. Just ask this guy as we sail past him then."

"Got any torpedoes?" I shouted to my victim.

"WHAA?"

ZOOM!

"Torpedoes, you know, for those guys"

"Oh, yeah." he waved and went below decks. When Linda convinced me that it wasn't to get some torpedoes we tacked north to enjoy the wind. The cat followed and appeared to get ready to anchor.

It turned out to be one of those days to get lost in. The warm Florida sun, the sparkling cold water, the perfect wind, the incredible speed. I got lost watching the water race by the leeboard. Michelle had taken over the bow and the dog climbed on Michelle's back trying to catch the splashing water. Linda had settled down in a beach chair and all was quiet save for the sounds of "Magic" working through the elements. We could see three other Pearls approaching from the south but they were a long way off and we had plenty of time to go no place in particular before meeting them at Ancote Key for lunch.

"SHE'S OVER!!"

"Whaaa?" I struggled to come out of my trance.

"The dog's over!"

"Grab the leash," Linda hol-lered.

I didn't want to come about right away for fear of running her over so I let go the main.

"Got her," Michelle said as Linda pulled up a thoroughly soaked and startled Yorkie.

I managed to get "Magic" stopped and we went forward to see our nearly drowned rat. Remembering a certain hot day in Canada and the effects of a dive into an ice water lake, I could sympathize with the dog. While she was very cold and wet she had survived her attempt at becoming shark bait mostly because we always have her wear her life jacket and a harness with a walking leash attached.

It was time to head directly to the beach to let her run around a while to warm up. The other Pearls had gained the island by the time we got underway. The dog, having learned her lesson well, jumped from the bow just as we landed and took off running down the beach with Michelle in hot pursuit.

There were four Pearls there in addition to a power boat full of future Pearlers and our friends from the catamaran. Al Ribera's dark green Pearl was sporting a new teak seat with a comfy looking backrest that set in between the regular seats. We had met the couple in the blue Pearl a couple of weeks earlier when we pushed each other's loaded Pearls out of the water as the trailers had sunk into the soft sand. And then there was Felix and his pet nose. I'm really at a loss for words to describe this

one, folks, so you'll just have to see it sometime.

We did what Pearlers do. We talked of sailing and wind and Pearls and water stuff. Felix, his nose and family, went off to explore the old abandoned lighthouse, the rest of us had lunch and eventually decided maybe we ought to grab some wind.

It was decided to sail around Anclote Key ending at Three Rooker Bar to watch the sunset. Since this plan wouldn't fit in with some of our more responsible crew members' schedules, we waited for the other Pearls to leave before setting sail back to the river.

The real reason I waited was that our launchings tend to have more in common with a three-ring circus than with the seamanlike launches that I knew the others would perform. The biggest difference between our launchings, other than the entertainment value, is that their captains are the last to board. What a concept. It eliminates the "No, I said point the bow THAT way," (as opposed to THIS way) conversations that tend to give a skipper a bad name. The crew seems to like this new method better, although this may have something to do with leaving the skipper behind if he fails to board in time.

It is one of the ironies of living in Florida that as the weather improves the days get shorter and the time available for sailing declines as high school activities and holidays arrive. so as Fleet #1 sailed into the sunset I found myself washing the salt off "Magic's" hull while Linda delivered Michelle to her class.

Matt Maloy, Seminole, FL.

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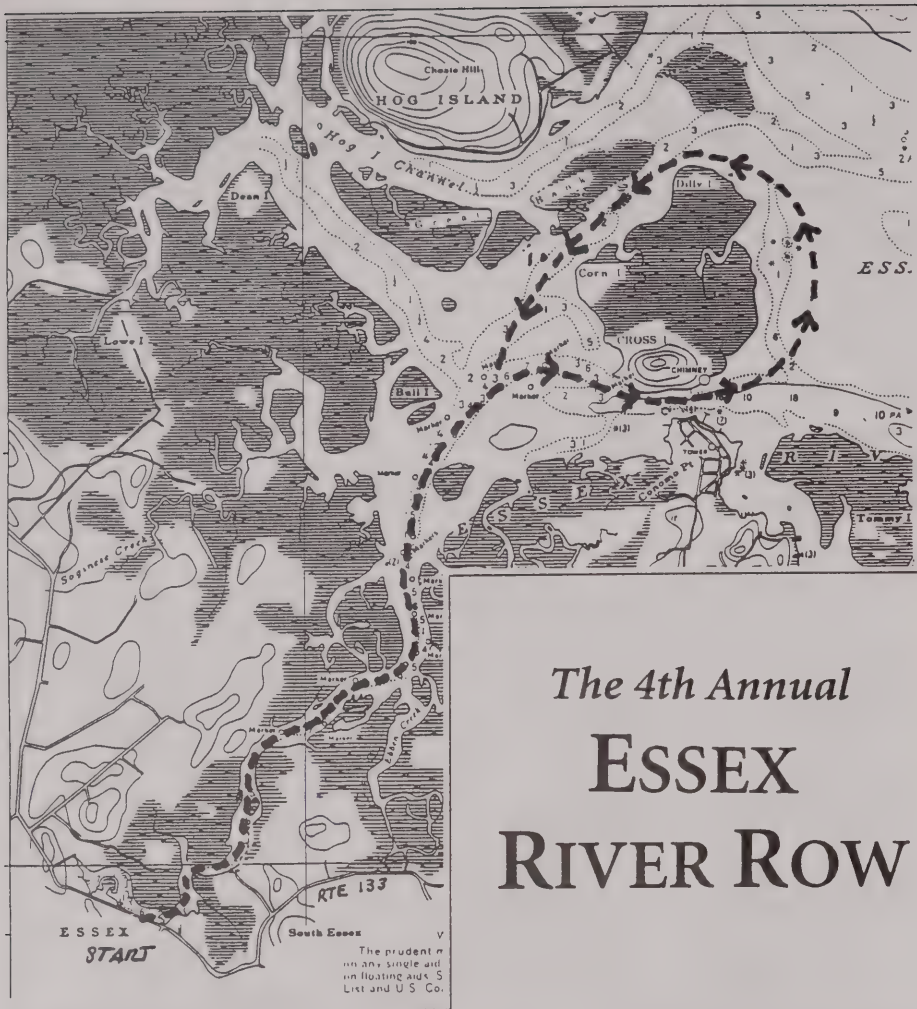
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The 4th Annual ESSEX RIVER ROW



The Cape Ann Rowing Club's season opener event in May had just the right sort of conditions for early season rowing and paddling on ocean waters. A protected seven mile course on the tidal Essex River in Essex, Massachusetts, which included a portion of Essex Bay, a pleasantly mild, though not summerlike day, little wind until after the event, which started at 10 a.m. to catch the top of the tide, was over helped to attract 79 participants in 55 boats, ranging from downriver kayaks to multi-oared home built pulling boats.

What a good mix of boat types: Six canoes, twenty-two solo kayaks (including seven women), one double kayak, four traditional oar-on-gunwale single pulling boats and nine doubles, two multi-oared pulling boats, two sliding seat double shells and nine sliding seat single shells. Bringing together such a diversity of small human-powered boats is highly conducive to better understanding of how we each indulge ourselves in messing about in boats.

While each class competes for its own awards, there is also always an overtone of striving to be fastest overall. This contest generally takes place between the sliding seat rowing shells and the sea kayaks. It was a kayak that prevailed this year again (1991 winner was Doug Bushnell in a Wave Ultra), Doug Howard in an Aijon Kayak turned in a :48:00 time to edge out Bob Tarrant's :50:00 in an Alden single and Peter Frykman/Kate O'Brien's :51:40 in an Alden double. Other class winners who got in under an hour included Bill Reagan's :56:15 in a marathon racing canoe and Jack Anderson's five-man multi-oared homebuilt "Exact" gig in :57:08.

I went out just ahead of the start so I'd be positioned along the course to take some photos as various participants overtook me, and planned to "park" my kayak off Cross Island to catch the leaders as they came around onto the return leg. But when I got there I was enjoying my paddle so much I just decided to carry on around the whole course as a peripatetic photo journalist, but my photo coverage suffered as a result. It was a nice first outing of the year for me.

Report & Photos by Bob Hicks

Jack Anderson's "Exact" was the only big multi-oared entrant this year, built on a budget and in a short time for a bygone Blackburn Challenge race, the boat moves rather well.

Doug Howard on the way to fastest time in an Aijon kayak.

BLACKBURN CHALLENGE 1992

Information Packet



When: July 25, 1992

- 6:00 A.M. Registration and check-in for all entrants. Cape Ann Marina.
Each Participant must register in person!
- 7:00 A.M. Challenge Briefing for all Participants
- 7:30-9:30 A.M. ... Heats Start
- 12:00 NOON Pavilion Beach Finish Line Facilities Open
- 3:00 P.M. Recognition & Awards Ceremony

Event Description

The *Blackburn Challenge* is a 20+ mile open-water row/paddle around Cape Ann, MA (Gloucester & Rockport). Alternative "Half-Cape" finish at Sandy Bay Yacht Club in Rockport (10+ miles). Open to all seaworthy paddle and oar-powered craft. There is no rain date — there's always an event.

Entry

Members: \$20 per person (guaranteed entry); Non-members: \$25 per person. Includes T-shirt, race management, pre/post-race food and beverages. Extra T-shirts and Food Tickets may be ordered in advance by pre-registering, or purchased on race day subject to availability.

Besides helping us to plan and control costs, advance entries make for more efficient check-in and better record-keeping, as well as guaranteed food and T-shirts for you and your crew. Since we usually have about 100 boats and 200 participants in the *Blackburn*, you can make a big difference to us by pre-registering. Entrants who've paid in full but don't participate in the event are mailed their T-shirts. Please go ahead and make your commitment early.

Since we'll be unable to pre-register entries received after July 20, 1992, please allow plenty of time for your entry to reach us!

—The Cape Ann Rowing Club reserves the right to refuse to register any individual or boat. CARC may also expel or refuse any participant or boat before or during the event for lack of required equipment, unsafe operation, disregard for event rules or Rules of the Road, or unsporting behavior.

Heats/Classes

Various classes will be timed, including "cruising," dories, fixed singles, fixed doubles, multi's, kayaks, Aldens, sliding singles, and sliding doubles, in about that order. A final posting of heats/classes will be given at the Briefing. CARC attempts to recognize any class represented by several pre-registration entries, but we make no guarantees.

Registration & Briefing

6:00 A.M. at the Cape Ann Marina, 75 Essex Ave., Gloucester, MA (Rte. 133 near the harbor — see map). You may park in the restaurant parking lot in the early morning, but you must move your car before 7:00 A.M.. There are many unmetered parking spaces available at that hour along Western Avenue a quarter-mile away. Launching logistics can be a delaying factor; please plan ahead to allow plenty of time to register well before 7:00 A.M., and to attend the Briefing. Late arrivals may not be registered or timed for the event.

Boat Launching

Smaller boats may be carried down the foot-ramps at Cape Ann Marina. Larger boats may launch across the Annisquam River at the paved public ramp next to the High School (ramp fees will be waived, but you must park your car well away from the ramp area, or be towed).

Alternatively, many boats may wish to launch at Pavilion Beach at the eastern end of Western Avenue (hard sand) next to the Tavern, or near the Finish Line beside 33 Commercial Street (walk over sand), and row or paddle under the Blynman Canal Bridge into the Annisquam and up to the Cape Ann Marina (1/2 mile total). See map for details.

If you leave your car near Pavilion Beach, please do not park in the 33 Commercial Street parking lot! There's plenty of room in other nearby public lots and on the street in the area; just watch for parking regulations.

Required Equipment

Each participant is responsible for providing his or her own USCG-Approved PFD, which must be aboard throughout the event and is a *requirement to participate*. (An oar or flotation-filled boat qualifies as emergency flotation, but not as a USCG-Approved PFD). Also, *each participant must* carry a suitable attention-getting noise-maker, such as a whistle on a lanyard.

Bring your own food and water for the event; we will try to again provide spring water at the Briefing.

Remember that it may be rainy and cold (as it was in 1987), or sunny and hot (1988, 1991), or rough and windy (1989), or foggy (1990) — bring appropriate clothing and protection for any extreme, and don't forget the sunblock!

Finish Line & Celebration Area

Pavilion Beach, adjacent to 33 Commercial Street (Chamber of Commerce) downtown Gloucester. Parking is available in this area and boat retrieval is nearby level. "Half-Cape" finish is at Sandy Bay Yacht Club, T-Wharf, downtown Rockport.

Overnight Accommodations

Available at the start line at the Cape Ann Marina Motor Inn. Call (508) 283-2166. Overnight guests may park boats and trailers at the Inn for free.

Early Breakfast

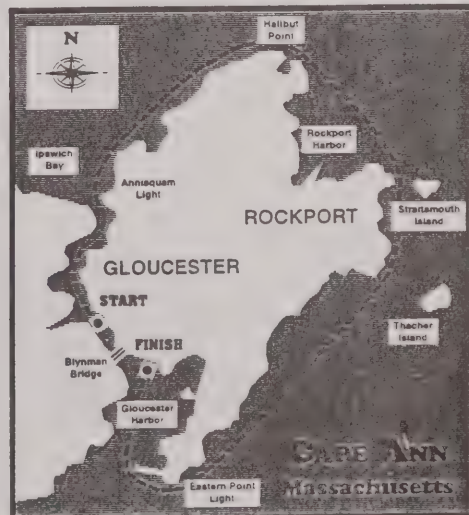
The Gull Restaurant, located across the parking lot from the Cape Ann Marina, opens for breakfast at 4:00 A.M. on Saturday and Sunday.

Additional Information

For more information or a registration packet, call Dick Price (508) 887-5678, John Spencer (508) 546-9022, or Nancy Lubas (508) 546-2874. If you get an answering machine, please leave your name and mailing address.



Production & Design: Sea Change Enterprises, N.A. Lubas, P.O. Box 59, Gloucester, MA 01931



Cape Ann Rowing Club

P.O. Box 1715

Gloucester, MA 01931-1715

"I don't plan to go over."

How many of us have that little thought or one of its versions in our subconscious when we do an ocean outing? I've known a few, including me. How about you?

I suspect very few folks, especially if they plan to stay near shore, do any realistic "what-iffing" about themselves and their boats and equipment, 'cause if they did they mightn't go out there.

I also suspect there's a lot of equipment in ocean use that may not help you save your life if your plan to stay dry gets changed for you, including the major piece between you and the chill water—your boat.

After talking boat design and philosophy with board member Chuck Mainville one day, then subsequently losing count of the times I thought an affirmative thought on the safety and performance features his designs incorporate, I phoned and asked him to write us an article.

Here 'tis:

Reprinted from the Cape Ann Rowing Club Newsletter. Production & Design by Sea Change Enterprises, N. A. Lubas, P.O. Box 59, Gloucester, MA 01931.

DESIGNING FOR SAFETY

An Ominous Failure

Several years ago we ran a drill with my four children in our 10' Cape Dory dinghy. It was August. The water was warm and the dinghy was tied astern of our chartered cutter *Bantry Bay*, anchored in Sachuest Cove, near the mouth of Narragansett Bay. With the dinghy intentionally swamped and the water pouring in through the centerboard trunk and slopping over the sides, there was no way that the dinghy could be bailed out—she just didn't float high enough.

There was no reasonable hope for self rescue.

The implications were ominous. The dinghy was much more than a plaything on the big ocean-going cutter; it was the primary transportation from mooring or anchorage to shore in any weather, and would likely be needed in the event of any kind of emergency on board.

And yet, the Cape Dory dinghy is a wonderful traditional design that meets even today's American Boat and Yacht Council (ABYC) standards for swamped buoyancy. This lack of swamped buoyancy is not unique to dinghies. Most modern rowing boats, canoes and kayaks are not designed for self rescue.

A Promising Success

Last spring we launched our prototype Pilot 26, the gig *Ockham's Razor*, at Marshfield. It was a calm day with only a small swell breaking on the beach. After the christening, conducted by my daughter Joan, and the obligatory ride for the designer, the crew got down to the business of familiarizing themselves with the

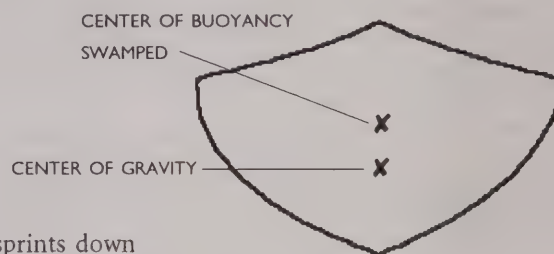
new gig. After a couple of sprints down along the beach and back the crew stopped well outside the breakers and stowed the loose gear in the boat.

I knew what was going to happen next. My son Frank had been skeptical when I had described the safety features that I had designed into the gig. Now he was going to put my theories to the test. Several of the crew moved onto the gunnel, forcing it under the water to simulate a mishap, a crabbed oar or freak wave that nearly fills the boat. The side of the gig sank lower and lower in the water as she nearly filled. Finally the crew returned to their rowing stations.

Ockham's Razor floated high enough for the crew to throw much of the water over the side with hand bailers. Within a few minutes they were able to row away, leaving the remainder of the water to be taken out by the double Anderson/Elvestrom bailers in the bottom.

Clearly we had come a long way from the swamped dinghy.

Because of our experience with the dinghy and because we use our Pilot 21 and Pilot 26 rowing boats both for racing and on trips to islands along the coast of Maine, where help is unlikely to be available, we have incorporated design features that substantially improve their capability for self rescue: (1) significant reserve buoyancy (placed high to encourage the swamped boat to float upright); (2) an inherently light, buoyant hull; and (3) a way of getting rid of the water.



Reserve Buoyancy

In real estate, the three most important things are "location, location, location." In self rescue, the three most important things are "buoyancy, buoyancy, buoyancy." With the boat swamped, even several hundred pounds worth of buoyancy, enough to meet the ABYC standard for this type of boat, is not enough for self rescue. The boat must float high enough so that water can be bailed and kept out.

Two features in our boats contribute to swamped buoyancy: large, strong, buoyancy compartments, and inherently light, strong construction.

In the Pilot 21s and Pilot 26s, large buoyancy compartments are formed in the ends of the boats by the Airex cored hull, deck and bulkheads. These compartments enable the boat to float high in the water even when swamped.

The graceful sheer on the Pilot 21 in the photo (at lower right) enables the buoyancy to be high enough in the boat so that the center of buoyancy is higher than the center of gravity of the hull (see sketch above). Thus the swamped boat is more likely to float upright.

Light Buoyant Hull

Ockham's Razor, shown off Eastern Point during the 1991 Blackburn Challenge (upper right), is the prototype Pilot

26. The production version, built in a female mold, will weigh less than 250 pounds ready to race. This is relatively light for a boat that is nominally 26 feet long with a beam of just over four feet. The Pilot 21 weighs about half as much. We could build them lighter but we are also interested in strength and longevity.

Lightness means that less buoyant volume is taken up supporting the boat and thus the lighter boat will float much higher than a heavier boat. If your builder uses a cored hull, substantial buoyancy is added with negligible loss in carrying capacity. And, of course, the cored hull is buoyant no matter what happens to the compartments in the ends.

In our Pilot 21s and Pilot 26s, we achieve lightness with strength by using modern materials, including vinylester resins, Airex foam cores, and nearly unidirectional fibers. The hull of the gig weighs just over one pound per square foot. The computer analysis of hull strength shows that a strip of this hull four inches wide and fourteen inches long, supported at the ends, will not begin to fail until a load of seven hundred pounds is applied at the center of the test strip. A wooden hull with similar strength would weigh over half a ton!

Getting Rid of the Water

Returning the boat to its before-swamped condition requires some way of getting the water out of the boat rapidly. Hand bailers, which may be as simple as bleach bottles cut diagonally, seem to work faster than pumps, although pumps may work better in a boat with a small

cockpit. In addition, we are using double Anderson/Elvestrom bailers, that work like Venturi tubes when the boat is moving, to take water out of the boats. The Anderson bailers may actually prevent a swamp by bailing the boat as you move along, preventing the water from reaching dangerous levels. We have observed, however, that we need to move briskly for them to work well.

I believe that these features are essential if a boat is to be capable of self rescue. Other designers may accomplish the objective of substantial swamped buoyancy in other ways. Some use inflatable bladders for buoyancy, others use foam flotation bonded into the hull.

Test Drives

When you go to buy a new car, you probably take it out for a test drive. When you go to buy a new boat you probably

take it out for a test paddle or row. Yet most boat buyers never think to test the boat for self rescue, or even ask if this is possible. Yet this is arguably the boat's most important feature.

Safety Drills

Whether or not your boat has the features that enable self rescue, it is a good idea to know how the boat behaves in a swamped condition; it may affect your trip planning. Self rescue is a complex process, unique to each boat, and as you practice, you will get better at it. Of course it is a good idea to practice under safe conditions, perhaps at a shallow beach on a warm summer day, with some capable friends standing by to lend a hand. Or perhaps in a warm pool at a rolling clinic. You get the idea.

Common Sense

Self rescuing features are important, and as consumers, we should be looking for boats that are designed with sufficient buoyancy for self rescue. But the ocean is a life threatening environment and our cold New England waters pose special hazards. Even boats capable of self rescue should not encourage anyone to go out in conditions that may be beyond his or the boat's capabilities. There is no unsinkable vessel, as the crew of the *Titanic* ably demonstrated. We should approach any open water passage with common sense and reverence for the forces and dangers that have played on the ocean long before we came onto the scene.



Photo: Lynne Layman



Photo: Chuck Mainville

Above, the newest Pilot 21. At upper right, the gig *Ockham's Razor* off Eastern Point in the 1991 Blackburn Challenge. (She won her class in 3:08:25. —Ed.)

Chuck Mainville



Jack McLean is a persuasive salesman. He applies his salesmanship to marketing traditional wooden canoes, new ones, built for his American Traders Classic Canoes marketing firm in Greenfield, Massachusetts, by a number of U.S. and Canadian traditional canoe builders. Jack decided that the Connecticut River Valley in central Massachusetts needed some sort of "demo day" for canoes and together with Tom Foster, who operates the Outdoor Center of New England, a canoe and kayak outfitter/school in nearby Millers Falls, organized a two-day "1992 Paddlesport Symposium" at the Whately town beach on a quiet protected pond. I went out to

see how this worked out.

It was a pleasant sunny Saturday, May 30th, and the beach was lined with about a hundred canoes and kayaks, all those bright plastic creations. But down here at this end of the beach were more brand new wooden canoes in one place than I have ever seen. Jack had at least one of about every canoe he markets, and in addition to the lineup (see photos) ashore for viewing in detail, another fleet of them were on the beach at the ready for tryouts. Overheard was the inquiry, "You mean I can take THIS beautiful canoe out on the pond?" Right, Jack was quick to point out how the wood/canvas ca-

FREE

1992 NEW ENGLAND PADDLESport SYMPOSIUM

2 DAY EVENT MAY 30 - 31
SATURDAY - SUNDAY 10:00 AM - 4:00 PM



Mary Lou Greene has a rapt audience for her graceful free style canoeing demo.



Look at this lineup of classic canoes! From the left; a B.N. Morris by Rollin Thurlow of Northwoods Canoe Shop, a Racine by Jack McGreivey of McGreivey's Canoe Shop, an E.M. White by Jerry Stelmok of Island Falls Canoe Co., an Old Town by Old Town, and a Redbird by Pete Frohn of Heritage Canoe Shop. Who? Pete Frohn of Westminster, Massachusetts, who started building canoes two years ago when he lost his job, is making really nice strippers, in this instance a Redbird design from a Canadian builder named Moore from Dorset, Ontario. Frohn builds only for American Traders.

noes were in most cases quite satisfactory craft even for whitewater use.

A number of workshops were scheduled throughout the weekend, I took in only two; Mary Lou Greene's classy exhibition of free-style canoe paddling, and the sea kayak basic paddling and rescue program. Mary Lou's performance was the essence of grace and skill, she makes moving that canoe around as if in a ballet so pleasant to watch. Matthew Levin, an "ACA certified instructor from Davis, California" did a good job of introducing basic sea kayaking skills to about 50 of us sitting on the dock. Why a Californian was imported for

this escapes me, and why Matthew answered an inquiry about why his very short, fixed feathered white-water paddle was the way it was by saying that's the way they come these days, was also something of a mystery to me. But in all, given the onlookers being walk-in locals interested in paddle sports, it was a useful exhibition.

As always for me, it's the boats that make the day at such an affair, and the collection offered for tryouts was diverse and got constant use. The photos give you a glimpse of what was to be seen and enjoyed.

Report & Photos by Bob Hicks

California sea kayak instructor Matthew Levin demos technique.





The 18' sea kayak "Panache" built by Rob Macks of Greenfield is an eyeball design of an artist/woodcraftsman.

The Fiddlehead Boatworks fleet that Mike Collins brought down from Vermont included a couple rigged with the BSD "Boss" sail rigs.

Pete Frohn (in apron) was set up to demo strip building technique on his version of the ubiquitous "Wee Lassie".

Some of American Traders' wooden canoes on the beach, ready for try-outs, "You mean I can take THIS beautiful boat out on the pond?"

Ross Brothers from nearby Florence are antique dealers who maintain a "fleet" of antique small boats for sale, and this canoe drew several potential prospects.



Hornbeam Gunwales @ Water Clubs

When I retired as a 3M sales manager, I was such an able handyman that I could get anything fixed or built as long as I had the yellow pages and a credit card. I didn't even have to wear out my complete kit of tools: Hammer, screw driver, pliers and putty knife.

But then, with little intention of it happening, I was seduced by a book entitled, "Instant Boats". This encouraged me to tap unfound abilities and gain personal satisfaction, and so I paid out further monies for plans and instructions to build Bolger's "Gloucester Gull". With a postcard vision of being rowed about by my wife, I started borrowing C-clamps from everyone I knew, and others I came to meet. The kind gentleman at Lowell's Boat Shop gave me patient conversation when I invaded his place, and I roared forward with confidence that weakened in the ensuing weeks.

Dynamite Payson said he wasn't sure that glue would hold on pressure treated wood, which was the lumber on hand, so I ferreted out an oak log from my neighbor's cord wood and laboriously attacked it in a lineal direction with a chain saw, until I had worried out some flat pieces that would eventually become the stem and framing.

Plywood, of course, from the lumberyard, came via old spending habits, but then I studied on what to use to make the gunwales. Any material on hand seemed to have a basic possibility and I wandered through some growing young oak trees behind the house and slaughtered what looked to be a small straight one. After all, I only needed two pieces 3/4"x1"x16'. But what had appeared straight standing became a meandering snake when sighted from one end once it lay on the ground. A straight line from end to end would span empty air in several places.

Again I returned to the wood-

lot and spotted a tree six inches through on the stump that brought back memories of my father and grandfather in Maine. It was a hornbeam, sometimes knicknamed "ironwood" because of its density, and I recall in my boyhood it was used only for such tough assignments as tool handles or shafts on the horse rake. What could be better for gunwales on a dory than hornbeam?

So, having more time than brains or money, I terminated this monster leafed pole and dragged its stem to the rear of my shop. I nailed a 2x4 on the top of the log lengthwise as a guide and the chain saw skived off each side after much slow grinding. Eventually I was able to manhandle the heavy length several times over the fenceless table saw.

I then scrubbed up and down the two whippy lengths with an electric hand plane to settle for a cross-section of plus or minus quite a lot. Finishing would be done on the hull. I shovelled up the knee-deep by-products of sawdust and shavings, and thinking that this green wood should have some drying, I propped the lengths against the cathedral ceiling (and my wife's wishes) in our dining room, and we went off on vacation for a month.

Returning home, I found the hornbeam had not only dried a great deal but it had twisted about 180 degrees and was one tough customer. This caused my nimble brain to outsmart Payson's instructions to fix the end of the gunwale first to the stern. Because the flattest section of the rough gunwale was in the middle, I started amidships to glue and nail. I was soon in big trouble! That hornbeam was revenging its murder by showing absolute stubborn resistance to conformity or untwisting.

I clamped it down until I feared pulling the hull apart. I whittled down the thickness to

eliminate some resistance. I got a big pipe wrench with extended handle and reversed the twist in the wood, endangering myself with whiplash. I still couldn't mate to the bow. I then wedged the boat firmly and hooked a come-along onto the extended end of the gunwale, and with concern that the boat would fold, I bolted the gunwales together at the stem with a bronze bolt and trembling fatigue.

Now I believe I have the toughest gunwales on any "Gloucester Gull" in the free world. And to make my beating that more profound, I used the rest of the "ironwood" to make a pair of oars. At the 8th Annual Mighty Merrimack Dory Race in Newburyport, Massachusetts, these were remarked upon to be the heaviest "water clubs" in the race. Of course, they may be slow but by golly they are almost as strong as my gunwales.

Russ Meade, Byfield, MA.

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Kenneth Grahame from "The Wind in the Willows."

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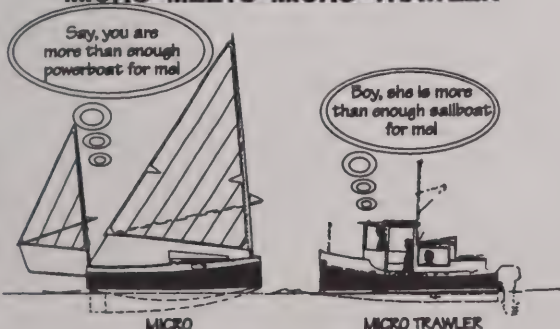


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BOATING TRIPS ON New England Rivers

BY
HENRY PARKER FELLOWS
ILLUSTRATED BY WILLIS H. BEALS

BOSTON
CUPPLES, UPHAM, AND COMPANY
Old Corner Bookstore
1884



CHAPTER I.

SOUTHVILLE. — CONCORD.
(Continued)

Saxonville is a very fine specimen of the New-England manufacturing village. It is grouped in very picturesque fashion around the end of the pond, and looks extremely neat and thrifty. There is a boat-house on the pond and many boats. A road has been cut through the woods on the north side of the pond. This improvement, as well as many others, is due to the public spirit of Mr. Simpson, who, from the constant rumor of his name, is evidently the presiding genius of the town.

We found the stream below Saxonville shallow and filled with many rocks. The water was clogged with all

sorts of impurities from the woolen-mill, and so muddy that we could only guess at obstructions. A violent gust of wind, preceding an impending shower, which luckily for us, however, did not fall, drove us down stream at first at a rapid rate. For about a mile we were seldom able to row, and although compelled most of the time to push along with the oars, and often meeting apparently impassable obstructions, very fortunately were not once obliged, as we often feared we should be, to get out of the boat. The stream itself was disgusting, though lined much of the way on the right by a very pretty, wooded bank. The oars in poling sank through thick, yellow water deep into oozy beds of yielding, slippery slime, and the odor stirred up by the action was foul and miasmatic. Indeed, neither Styx nor Phlegethon, I suspect, is half so bad.

After an hour or more of progress in this wretched fashion the water grew deeper, while the banks were often quite abrupt and well wooded. A prostrate tree now and then threatened to entangle us in its branches. We wondered how we should be able to get by one, until we found a natural arch in a huge branch that lay upon the water, through which, when the way seemed most beset with perplexities, we passed in triumph. The river ran into many curving recesses where the water looked heavy and somnolent, and we were glad indeed, after a while, upon passing through an open meadow, to arrive at Stone's Bridge. The bridge is only a mile from the village, but the river in its tortuous course makes a circuit of more than three miles thither. At one place the neck between the banks is only a few rods across, and if one could only discover the spot from the river a short carry would save a row of nearly a mile.



A low hill to the right of Stone's Bridge commands a fine prospect. The view of the river winding along to the north through the broad, level Wayland meadows is especially beautiful.

The river below the bridge is comparatively free from impurity. A cluster of thick grass occasionally blocked up the river from bank to bank, and hindered the free motion of the boat, without, however, materially delaying our progress. On the left are several hillsides, covered with trees, with curving meadows between. We spread our tent on an old road which ran along the side of one

of the hills, under the trees, and stretching ourselves out upon the ground, we watched the moving leaves shadowed in silhouette by the glow of the dying fire against the canvas, and amid the mournful croaking of an army of frogs in the river below, and the strange, unearthly sounds of the woods around, we fell into slumber deep and unbroken until nine o'clock on the morrow.

Soon after starting Monday morning, we came to a place where the river was completely blockaded by dense masses of grass and rushes and lily-pads. Rowing was very slow and tedious for about a quarter of a mile. By and by, however, the channel grew clearer, and then the river, entirely free from impurity, began to wind in serpentine mazes through level meadows. The shores were lined with grass sedges and bordered with lilies, white and fragrant, while on every broad, leafy pad sat a frog. Here was, I think, the paradise of Batrachians. They sat in silence and stared at us with solemn gaze as we floated by. Even a thrust of the oar did not suffice to disturb the judicial serenity of some old croaker, who merely winked as the oar approached, or reluctantly abandoned his position as he was swept off at the end of a stroke. But the pond-lilies were indeed most wondrous, especially as we came to the head of Long Pond, just above Wayland. Upon either shore the spotless white array, immaculate in purity, stretched along as far as one could see, and the air was filled with their delicious fragrance. As we neared the end of the pond, the view of the hills encircling the valley at a distance was very fine. Beyond the broad meadows the slopes looked extremely rich and luxuriant.

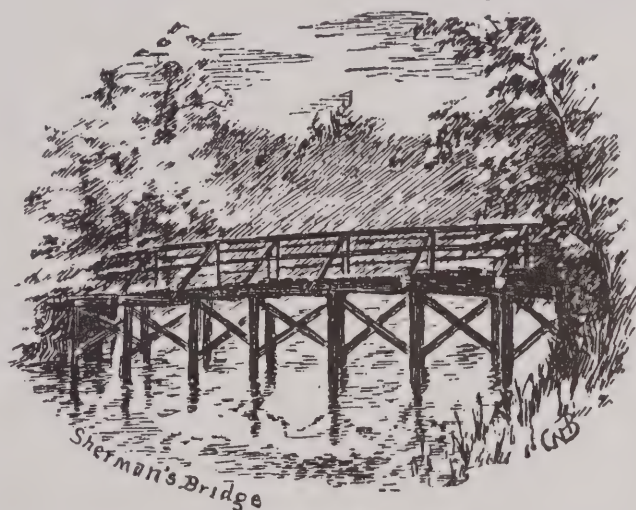
We halted at the Wayland bridge for a short time, and then rowed past a bank lined with enormous cat-o'-nine-tails that would have delighted lovers of modern art in nature, and then under the bridge of the Massachusetts Central Railroad to the Sudbury-Wayland bridge. Below this bridge the river wound in continuous crooked folds through a wide expanse of marshes. The channel was marked on either side by lines of grass, and below was often filled with waving weeds. Occasionally the stream was completely clogged with grass, so that it was hard work to pull through, and at intervals the stream flowed through a small pond-like stretch of water. Altogether the scene was quite tropical, the luxuriant vegetation of the wide marsh contrasting strangely in the quiet noonday with the varied upland scenery on every side.

As we drew near the end of the meadows, Bow espied at the beginning of a little pond into which the river opened a huge black object, which we almost immediately discovered to be the head of a monstrous water-snake. He quickly saw us too, and as we ceased rowing he began to move. We were for a moment in grave apprehension as to his intentions, and were greatly relieved to see him

direct his course toward the reeds at the margin of the water. He turned around and looked at us during his slow retreat, renewing our apprehension each time, but continued on, one immense fold following another, until he disappeared in the marsh. He must have been seven or eight feet long, and tapered sharply at the tail. We heard him for several minutes, splashing through the reeds, and saw the reeds, disturbed by his sinuous winding, moving some distance away from the channel before we ventured to proceed.

We soon came to another bridge, and about half a mile below drew to shore and passed the afternoon beneath the refreshing shade of some trees. Then late in the day we rowed on by some very pretty wooded hillsides, and in the course of an hour came to Sherman's Bridge, at North Sudbury. Upon the left of the river the country slopes up to the town in broad and fertile tracts, and to the left of the bridge and just beyond rises a hill gracefully picturesque. On the right, the sloping banks were ornamented with clumps of trees, while the bridge itself accented a river scene rich in beauty.

About half a mile below the bridge we put ashore at a point which juts into the river on the right, and found

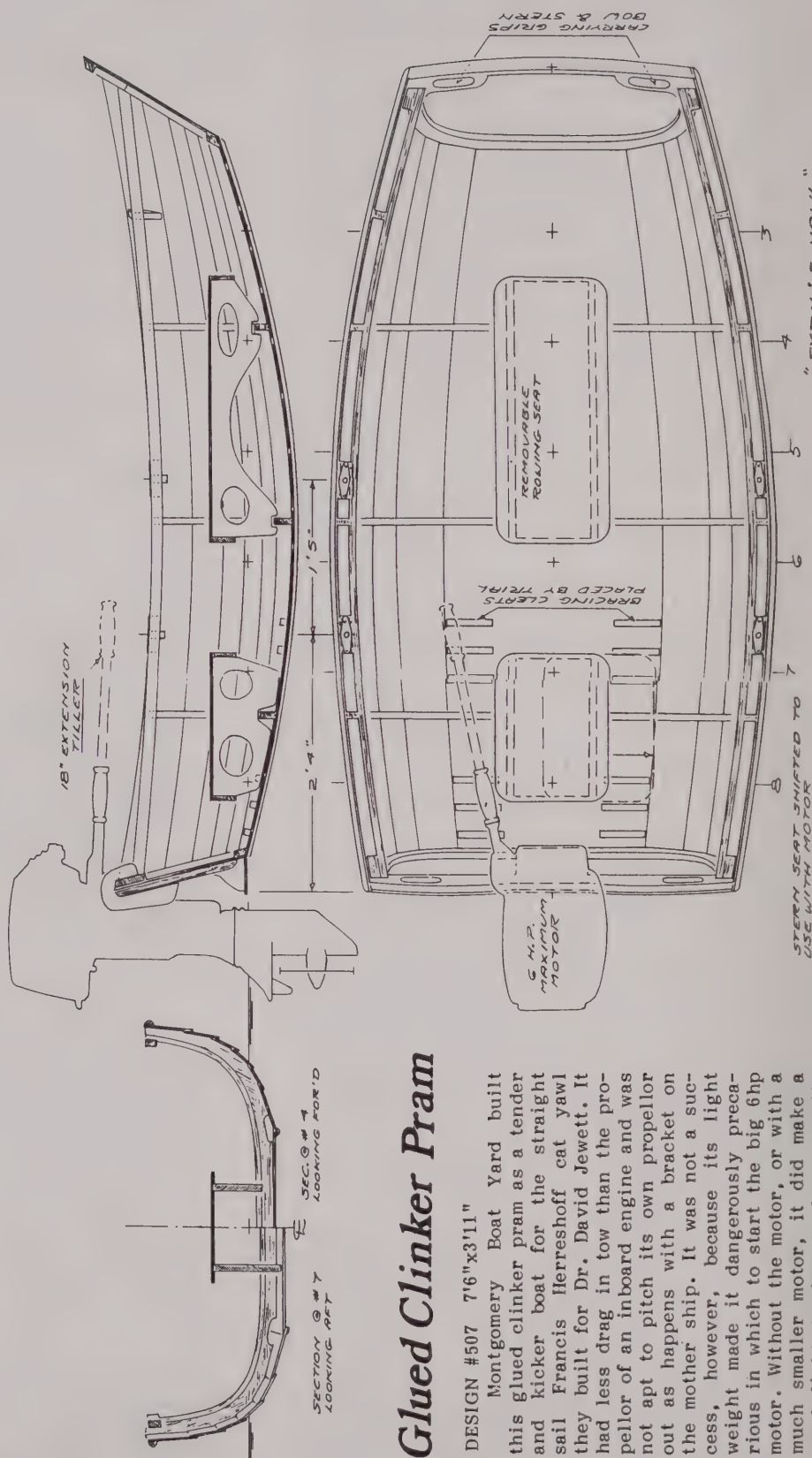
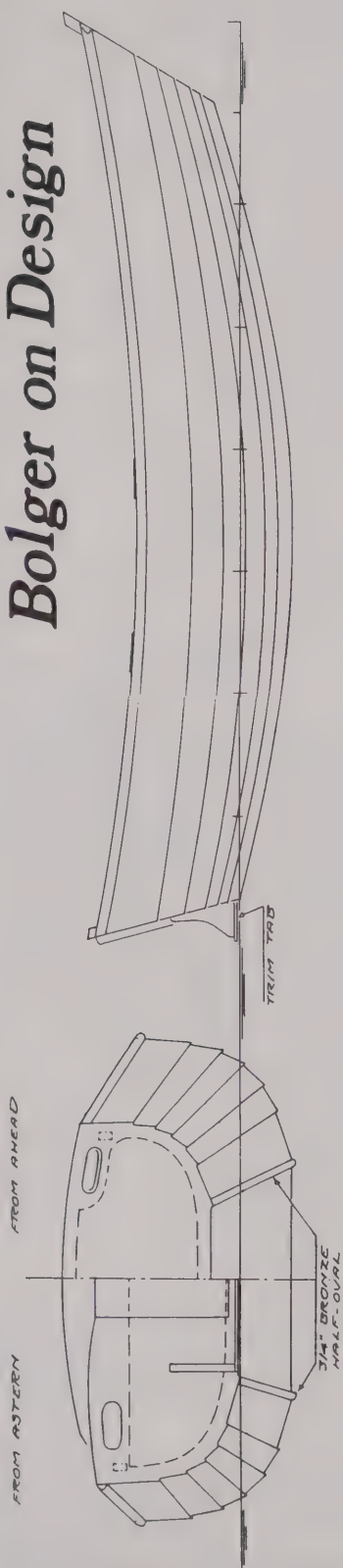


admirable camping ground in an open forest alongside a grassy road that led up from the river. While eating supper in dusky shadows by the waning fire, drops of rain began to rattle on the dry leaves around. Retiring to the tent we soon heard the roar of the storm above. At frequent intervals the tree-tops, shaken by the wind, sent down a shower of large drops that battered musically upon the canvas. The rain poured in torrents all night and the greater part of the following morning.

(To Be Continued)



Bolger on Design



Glued Clinker Pram

DESIGN #507 7'6"x3'11"

Montgomery Boat Yard built this glued clinker pram as a tender and kicker boat for the straight sail Francis Herreshoff cat yawl they built for Dr. David Jewett. It had less drag in tow than the propeller of an inboard engine and was not apt to pitch its own propeller out as happens with a bracket on the mother ship. It was not a success, however, because its light weight made it dangerously precarious in which to start the big 6hp motor. Without the motor, or with a much smaller motor, it did make a good light tender, and was pretty enough to tempt Ernie Tarr, who did most of the work on it, to build another one for his own use.

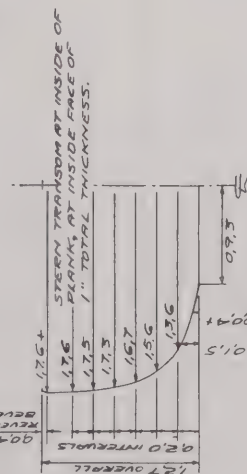
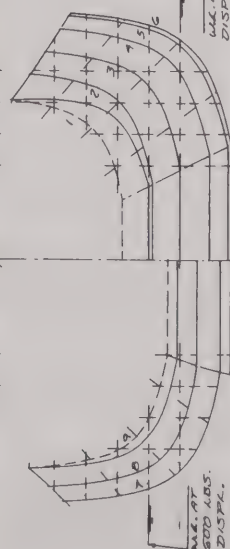
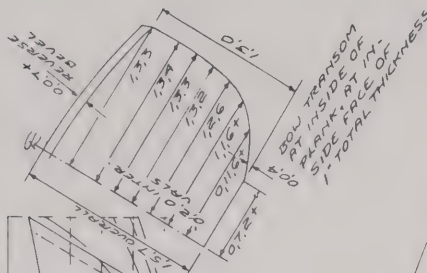
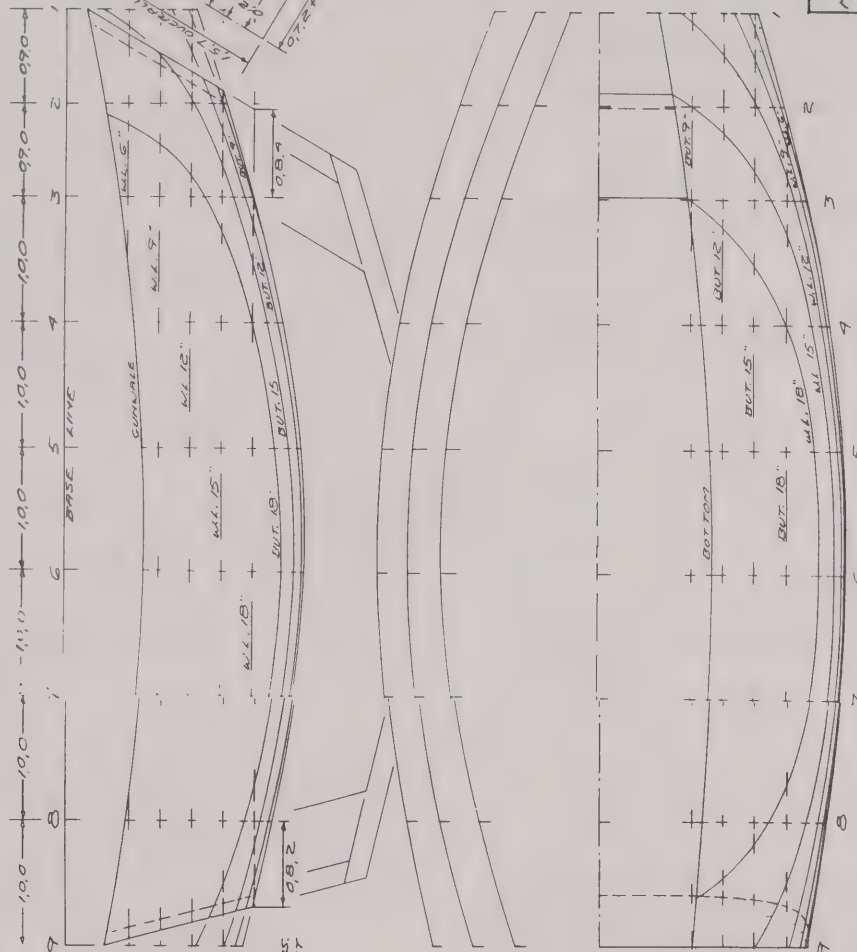
	7	8	7	6	5	4	3	2	1
GUNWALE	0.35	0.35	0.70	0.74	0.73	0.65	0.51	0.35	0.17
BUT. 18"	1.92	1.50	1.75	1.85	1.80	1.60	1.12		
15"	1.30	1.64	1.86	1.97	1.93	1.73	1.40	1.01	0.34
12"	1.91	1.73	1.94	1.95	1.92	1.83	1.51	1.20	0.10
9"							1.57	1.30	0.15
BOTTOM	1.96	1.75	1.76	1.97	1.94	1.85	1.60	1.33	1.04

HEIGHTS
FROM
BASE LINE

	7	8	7	6	5	4	3	2	1
GUNWALE	1.77	1.95	1.97	1.94	1.92	1.80	1.77	1.56	1.32
N.L. 6"	1.75	1.75						1.76	1.53
9"	1.71	1.73	1.97	1.93	1.90	1.76	1.73	1.76	1.10
12"	1.61	1.87	1.94	1.91	1.85	1.72	1.65	1.32	0.80
15"	1.30	1.76	1.77	1.93	1.90	1.82	1.44	0.90	
18"	1.1	1.43	1.81	1.90	1.84	1.60	0.87		
BOTTOM	0.80	0.90	0.95	0.97	0.96	0.90	0.84	0.72	0.56

HEIGHTS
FROM
BASE LINE

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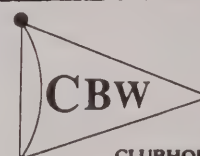
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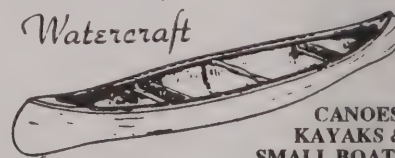
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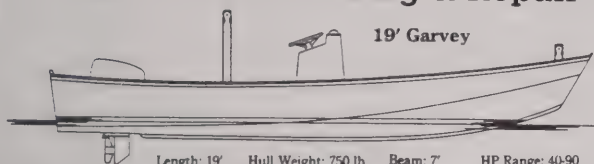


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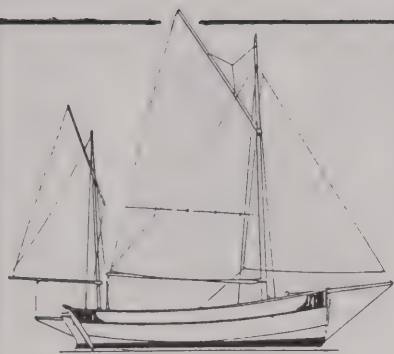
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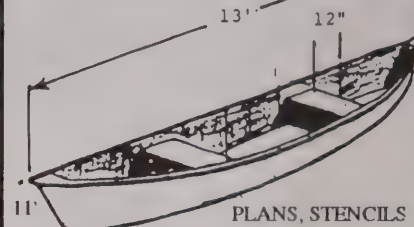
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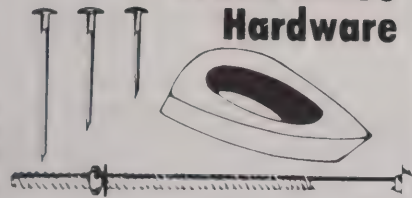
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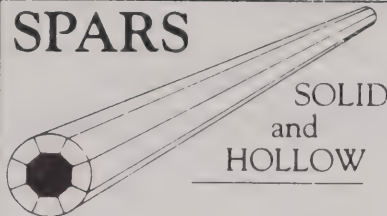
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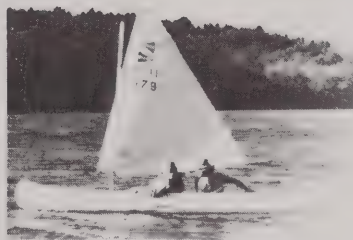
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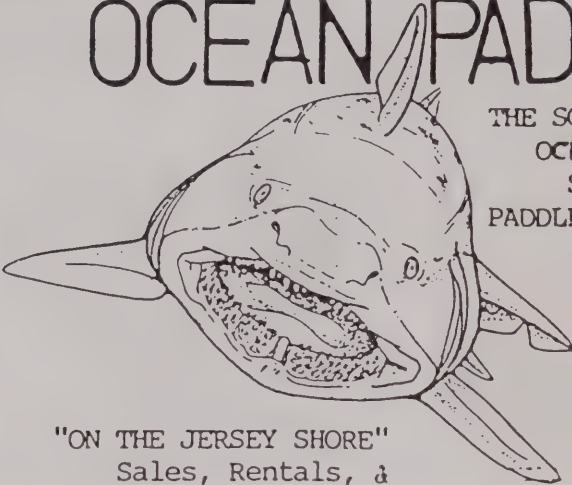


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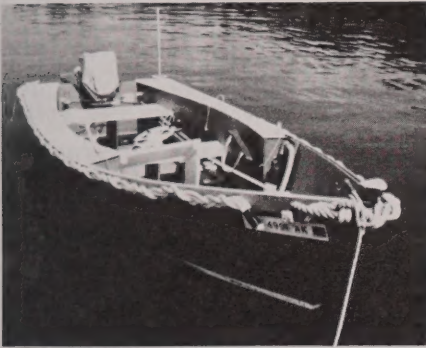


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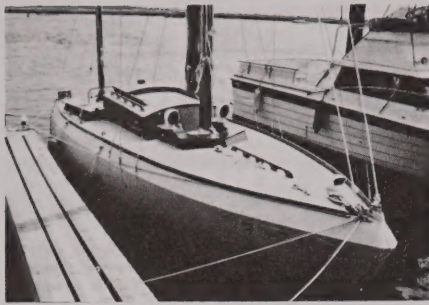
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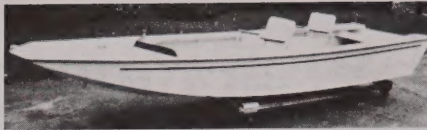
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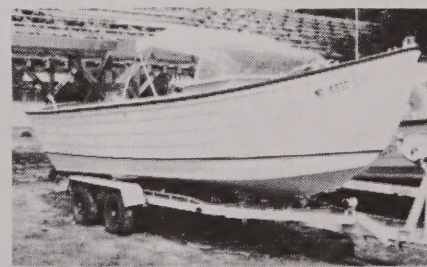
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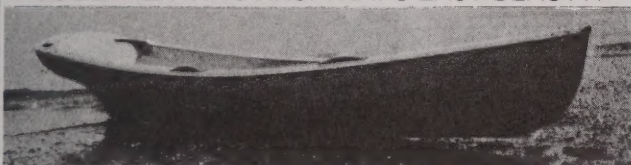
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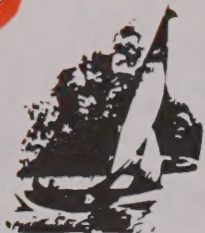
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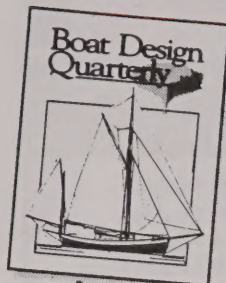


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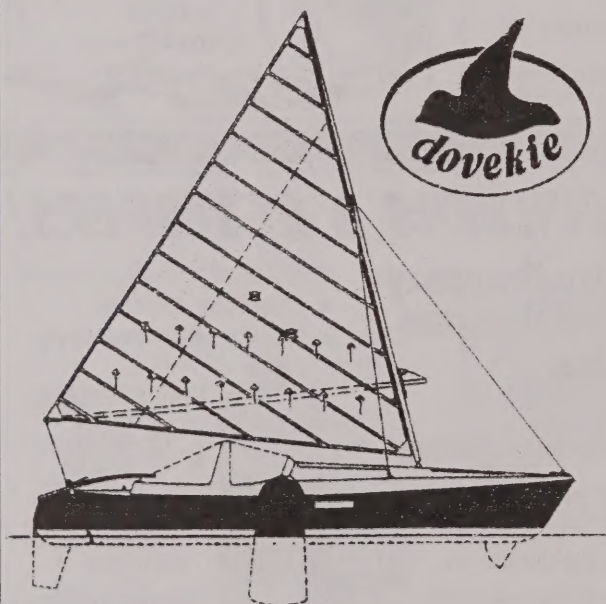


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WATER BLOCK RESIN

General Description:
A standard epoxy resin which has been modified with a non-toxic diluent to reduce viscosity and improve flowability. As a result of this modification, Water Block Resin is ideally suited for marine applications.

Uses:	Physical Properties:
FILLING (when used with fillers)	Pounds per gallon: 9.2
SHEATHING	Flash point: 200°
LAMINATING	Color: Sun Dried Straw
IMPREGNATING	% Reactive Solids: 100°

WATER BLOCK HARDENER FAST

General Description:
Water Block Fast Hardener is an accelerated curing agent. Ideal for encapsulating, repair putties, adhesives, and coating applications. Fast Hardener imparts limited flexibility to the Water Block Resin and is resistant to blushing and the formation of surface oils during curing.

Physical Properties:
Pounds per gallon: 8.1
Pot Life: 6 to 9 minutes at 70°
Mix Ratio: 2:1

WATER BLOCK HARDENER SLOW

General Description:
Slow Hardener is similar to the Fast Hardener but allows a pot life 4x longer. Use Water Block Slow Hardener when extended working times are required.

Physical Properties:
Pounds per gallon: 8.3
Pot Life: 40-50 minutes at 70°
Mix Ratio: 2:1